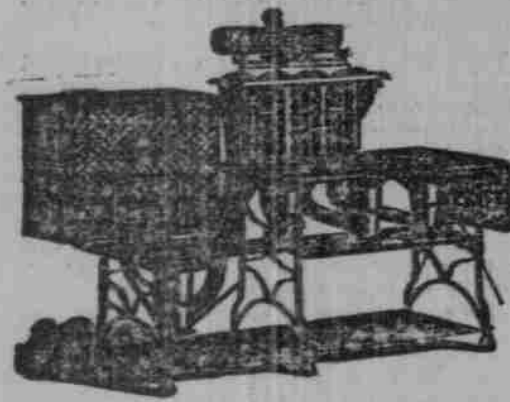


KITCHELL MARBURG



Rambler,
Eagle Altair,
Crescent,
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NEW PROCESS STOVES.

WALL PAPER

Latest Designs.
Stock All New.

PAINTS,
BRUSHES,
AND
PAINTERS'
MATERIALS.

Wall Paper
Hanging and
Painting
Done
By First-Class
Workmen and
In First-Class
Style.
All work
Guaranteed.

Just received a new invoice of the latest designs in Wall Paper in all grades. Let me figure on your Paper Hanging and Painting.

F. A. BECKSTROM,
518 JACKSON ST.

THE
CHICAGO & ALTON R.R.
ONLY STONE BALLASTED TRACK.

NO CHANGE OF CARS
BETWEEN
KANSAS CITY AND CHICAGO,
KANSAS CITY AND ST. LOUIS,
ST. LOUIS AND CHICAGO.

No Extra Charge for Passage in
Palace Reclining Chair
Cars
NOR IN
Fast Vestibuled Limited Trains.

Ask your own Home Ticket Agent for tickets via the Chicago & Alton Railroad, or write to
D. BOWEN, Gen'l Western Passenger Agt.,
215 NORTH BROADWAY, ST. LOUIS, MO.
JAMES CHARLTON,
General Passenger and Ticket Agent,
CHICAGO, ILL.

Gen. Sanders

a full and well selected stock of Clothing,
Men's, Ladies' and Children's Shoes, and latest
novelties in men's Underwear.
Laundered and Unlaundered Shirts, Hats,
Caps, etc., at commonest prices.

Children's Knee Suits at.....	\$1.50
Men's Rainproof Striped or Plain Shirts and Drawers at.....	.25
Men's Peppered Drawers.....	.35
Men's Cut Sewed Shoes, any style and shape.....	1.40
Men's Russia Low Quarter Shoes at	1.50
Ladies' Russia Oxford at.....	1.25
Ladies' Dongola Oxford at.....	.50
Ladies' Fine Dongola Shoes, a patent tip, at.....	.98
Ladies' Cloth Shoes at.....	1.38

We have a few Men's and Boys' Suits which
will close out at 40%.
A nice Men's Summer Grey Suit, well made,
at \$4.00.
A nice line of Dress Pants at \$1, \$1.25, \$1.50, &c.
Remember the name and Place.

THE FAMOUS, 429 KANSAS
AVENUE,
OPPOSITE THE POST OFFICE.

8 Pkts. Fire Crackers 25c
8 Pkts. Fire Crackers 25c
8 Pkts. Fire Crackers 25c
Capital Grocery.

Small in size, great in results: De
Witt's Little Early Rider. Best pill for
Constipation, Best for Sick Headache,
Best for Sour Stomach. J. K. Jones.
Peerless Steam Laundry—Peerless
Steam Laundry.

FREIGHT NOT MOVING

Many Railroads are Still Badly
Crippled.

They Won't Accept Perishable
Freight for Shipment.

SEEM TO BE WAITING.

The Roads Appear to Be Acting
Deliberately.

CHICAGO, June 30.—That the situation here is serious is evidenced by the fact that many commission houses at the stock yards have notified clients in Iowa, Kansas, Nebraska, Missouri, Texas and other states not to ship stock unless the railways agree to deliver shipments and be responsible for the long delays.

Yesterday morning the packers at the stock yards tried to induce the strikers to take eight train loads of beef held by them, as their refusal to do so would result in throwing thousands of men at the yards out of employment. The men refused and the trains were returned to the packing house.

John M. Egan, representing the general managers' association, furnished an estimate of the number of men who had struck on the Chicago lines within the formal limits, and also an estimate of the number who were striking on all of the systems involved. Mr. Egan gave the following to show the extent of the strike at the present time, and the number of men who have struck so far in the whole country, on the best information he could obtain:

Northwestern, switchmen and shopmen, 1,025; Illinois Central, 3,960; Eastern Illinois, 300; Santa Fe, 10,000; Chicago and Northern Pacific, 75; Wisconsin Central, 50; Great Western, 300; Baltimore and Ohio, 400; Pennsylvania, 2,500; Western Indiana, 200. Total, 17,850.

Mr. Egan said: "I anticipate before the close of the strike serious trouble. A large number of men have struck without understanding what they have struck for, and when they find their places being taken by new men, they are bound to grow desperate. I do not look for any easy termination of the strike, but we will certainly be prepared here after to-day to secure all the new men we wish and to bring about as early a termination of the strike as possible."

The Chicago and Alton is badly crippled. Passenger trains have been put in fairly good shape. Freight traffic is badly congested and much perishable goods is being ruined. The American railway union officials claim they will have the road tied up completely. President Debs says that within twenty-four hours matters would so shape themselves that a strike on the Burlington would be effective.

Said Mr. Debs: "It is life or death with one of the two sides. We must let the managers soon, or it must disrupt organized labor for years to come."

It was reported in connection with the general manager's conference that plans had been formulated for the arrest on charges of conspiracy of President Debs and Organizer Lynch. It was said that the general managers had been advised to arrest these men and have them searched for papers that, if found, would furnish indisputable evidence that certain men were amenable to the conspiracy law. The first act of violence in the railroad strike occurred yesterday afternoon, when an Illinois Central engineer and fireman were driven from their engine by a mob of 200 men. They were pelted with rocks and bricks and chased away.

The Rock Island road, which is about the only one in Chicago to have ties up, it is said. An order to that effect was issued by President Debs.

SOUTHERN PACIFIC.

The Strikers Have Succeeded in Bringing Business to a Standstill.

SAN FRANCISCO, June 30.—At the close of the second day of the great struggle between the A. R. U. and the Southern Pacific the strikers seem to have the upper hand. Traffic on the railway system is paralyzed so far as the Pacific coast is concerned. No trains are running north or south, and from Ogden, Denning and El Paso west not a wheel is turning. The company's suburban trains out of San Francisco and Oakland are at a standstill. The ferry boats are running, it is true, but at the Oakland and Alameda mole there are no trains to bear suburban residents to their homes. Many thousands of people who do business in San Francisco and live on the opposite side of the bay are put to great inconvenience. Little effort has been made to move freight. Evidence that the company expects a protracted struggle was given yesterday afternoon, when from the general offices of the Southern Pacific an order was issued closing all the freight offices and informing the clerks of that department that their pay would cease until further notice.

M. N. Seafford, general chairman of the Pacific division of the Order of Railway Conductors, and C. E. Swain, chairman of the Pacific division of the Brotherhood of Railway Trainmen, issued bulletins deploring the action of the Southern Pacific system and advising members of these orders to retain their positions and attend to their own duties, regardless of the American Railway union strike.

CRITICAL AT OMAHA.

While Trains Are Running a Strike May Occur at Any Moment.

OMAHA, Neb., June 30.—President Debs of the A. R. U. wired Secretary Noble of the local union to strike at noon. Mr. Noble conferred with President Miller of the local union and others connected with the organization and after mature consideration of the proposition an answer was re-

turned to the effect that the local situation was such that, in the wisdom of the local union, it is deemed highly impracticable to precipitate a strike here, and the argument was made that positively no hope existed for the successful carrying out of a boycott, as the local union consisted entirely of men not in the train service.

"Can that be understood as a refusal on the part of the union to strike?" Mr. Noble was asked.
"Oh, no. If the president insists, we will go out with all the force at our command. We simply think he does not understand, and have been careful to place the facts before him in their proper light. If he insists, we will, of course, abide by our pledge. We believe it would be farcical to call a strike here, but if it is demanded, out we do."

AT KANSAS CITY.

Santa Fe Freight Trains Tied Up and Pullmans Not Delayed.

KANSAS CITY, Mo., June 30.—The boycott in Kansas City yesterday developed no startling features. The Atchison, Topeka and Santa Fe railway was the only road affected, and even its passenger service was not interfered with. Owing to the strike of the switchmen at Argentine no freight trains were handled and no cars were moving.

United States Marshal Neely and twenty-six deputies are still on the scene of the strike. Somewhere between the low, flat banks of the Missouri river and the tall, sombre peaks of the Rocky mountains a belated passenger train on the Atchison, Topeka and Santa Fe railroad is waiting for a fireman who deserted his coal-box. It is the Colorado and Utah express and was due to arrive in Kansas City Thursday night at 6:40 o'clock. This is the only train of the Santa Fe passenger service not running on schedule time.

Order of Railway Conductors.

CHICAGO, June 30.—The Order of Railway Conductors held a mass meeting to decide what action the organization should take in the strike of the A. R. U. A resolution was introduced providing that the order should side with the general managers' association, but it raised such a storm that the man who offered it was compelled to withdraw it. The only action taken by the meeting was the announcement relating to the attitude of the order toward the strike, which will be formally announced by the order as a body, and that the officials must refrain from committing the organization in any manner.

Strike at Tacoma.

TACOMA, Wash., June 30.—The Pacific division of the Northern Pacific is not fully tied up, as several local trains were moving yesterday. Yesterday morning, after initiating 200 men, the American Railway union took another vote on the subject of striking and decided to strike by a very small majority. The engineers and conductors belonging to the order still stood out and so far all engineers, conductors and most of the switchmen have been ready to carry out trains, and but for the lack of firemen other trains, including the overland East, would have gone out.

Strike on Atlantic and Pacific.

ALBUQUERQUE, N. M., June 30.—At a secret meeting of the American Railway union a strike was ordered on the Albuquerque division of the Atlantic and Pacific road to Winslow, thus tying up the road for the entire length. Several attempts have been made to send out freight trains, but the officials cannot secure trainmen. There have been no passenger nor freight trains from the East in three days. The company has sworn in a lot of deputies.

Switchmen Will Not Strike.

CHICAGO, June 30.—The switchmen will not go out on a strike. This result was reached at midnight after a long and heated discussion on the part of 210 members of the Switchmen's Mutual Aid association at the Great Northern. Grand Master N. W. Barrett presided over the meeting, and the vote was a close one, though half of those present declined to vote for or against the resolution.

An Order of Arrest.

INDIANAPOLIS, Ind., June 30.—The attorney general of the United States telegraphed to United States Attorney for Indiana Burke to arrest every person who interferes with the United States mail by stopping trains which contain the mails and to secure all the assistance necessary to carry out these instructions, and if anybody interferes to obstruct the marshal to arrest him promptly.

A Mob at Como.

MINNEAPOLIS, Minn., June 30.—The Northern Pacific train, which left St. Paul at 8 o'clock west bound, with three Pullmans attached, was badly delayed at Como, in the suburbs of St. Paul, by setting of brakes from inside the cars. A mob of 500 surrounded it and pelted the engineer and fireman with large rocks. Every window in the cars was broken. The fireman was a non-union man.

Train Without Pullman Cars.

CARLE, Ill., June 30.—The Illinois Central has decided to send out a train for Chicago without Pullman sleepers. The train will be sent to accommodate the passengers who have been delayed here by the strike. The railroad officials fear trouble if they attempt to haul the sleepers and say they cannot secure adequate police protection here.

Tie-Up at Ottawa.

OTTAWA, Kan., June 30.—At a meeting of the members of the American Railway union, it was resolved to suspend work until the present difficulty shall have been adjusted. As a result no while being sourced from the big Santa Fe shops. This means practically a tie-up, as there are 150 members of the A. R. U. in Ottawa, most of whom belong to the shops.

To prevent the hardening of the subcutaneous tissues of the scalp and the obliteration of the hair follicles, which cause baldness, use Hall's Hair Restorer.

Good work done by the Peerless.

READY FOR A VOTE.

The Tariff Bill Has at Last
Reached That Stage.

Senator Peffer Wanted to Tax
Aliens \$50 a Head.

HIS AMENDMENT LOST.

Sid G. Cooke's Appointment to
Soldiers' Home Confirmed.

WASHINGTON, June 30.—At the opening of the senate the joint resolution appointing Charles M. Anderson of Greenville, Ohio; Sidney G. Cooke of Herlington, Kan., and A. L. Pearson of Pittsburg, members of the board of managers of the national home for disabled volunteers was passed. Mr. Sherman's resolution directing the committee on interstate commerce to inquire into the advisability of regulating by law the use of sleeping or parlor cars, was also adopted.

The joint resolution continuing the annual appropriations thirty days after June 30 was adopted.

The tariff bill was taken up, and Mr. Peffer moved an amendment to the clause repealing the reciprocity feature of the McKinley bill. Agreed to.

Senator Peffer offered as a new section the amendment levying a tax of \$50 per head on all aliens landing in the United States to engage in industrial occupations. Tabled 46 to 12.

Mr. Jones then asked unanimous consent to make a number of amendments overlooked as the bill was being considered. The amendments were agreed to as fast as read. Most of them were unimportant.

The duty on silk (paragraph 298), partially manufactured from cocoons, was fixed at 30 per cent; thrown or spun silk, 30 per cent; velvets and other pile fabrics, \$1.50 per square yard; plush \$1 per square yard.

The reciprocity provision relating to the duty on petroleum was changed so as to make the duty to be levied against petroleum imported from countries imposing a duty on American petroleum 40 per cent. Section 9 of the internal revenue was amended so as to prohibit liquors made of sugars and molasses being entered in the bonded warehouses. The duty on precious stones, cut but not set, was fixed at 25 per cent; of set, 30 per cent; uncut precious stones, 10 per cent.

The tariff bill was reported to the senate at 5:45.

Mr. Manderson moved to adjourn until Monday. Lost, 25 to 35. In the executive session which followed the motion was agreed to, and at 6:10 the senate adjourned until Monday.

But Little Business in the House.

WASHINGTON, June 30.—With the exception of a short time the day in the house was consumed by a filibuster over the contested election case of Watson against Black, of the Tenth Georgia district. The filibuster was led by Representative Pence, Populist, who contested every inch of ground and even after the aid of the committee on rules had been invoked. The range was finally straightened out, and the resolution of the committee on elections declaring Mr. Black elected was agreed to, only the Populists dissenting.

HOPEFUL PROSPECTS.

A More Favorable Outlook in the Business World.

NEW YORK, June 30.—Bradstreet's review says: While there is no actual improvement in business throughout the country, there are more favorable prospects and a better feeling among merchants, with an increased number of instances where trade has been stimulated. The bituminous coal strike is promptly followed by a sympathetic strike of railway employees, which threatens disastrous effect on business by reason of interference with distribution and travel. Losses on perishable freight in transit are already reported. Other unfavorable features include a conference of Rhode Island cotton millers as to the advisability of closing down, owing to the slowness of the market. There is a sharp restriction in the volume of general trade at Chicago, where the railway strike centers.

Bank Clearings.

NEW YORK, June 30.—The following table, compiled by Bradstreet's, gives the clearing house returns for the week ending June 28, 1894, and the percentage of increase or decrease as compared with the corresponding week of 1893:

Cities	Clearings	Inc	Dec
Kansas City.....	\$7,832,118	10.1	
Omaha.....	5,065,517	13.0	
Denver.....	1,177,118	33.2	
St. Joseph.....	2,856,617	38.7	
Lincoln.....	221,194	4.05	
Topeka.....	217,511		
Wichita.....	476,392	18.0	

BROOKLYN HAS A BLAZE.

Two Big Warehouses Destroyed by Fire and Two Men Killed.

BROOKLYN, N. Y., June 30.—Shortly after 4 o'clock yesterday fire broke out in Woodruff's stores on Furman street. The firemen were enabled to prevent the flames from communicating to adjoining stores and the Union Ferry company's buildings. The storehouses saved contained the most valuable portion of merchandise. Two men were killed. The burned buildings were valued at \$75,000, while the value of their contents was \$1,000,000, making a total loss of \$1,075,000, said to be fully insured.

Coal Mines to Shut Down.

PITTSBURGH, Kan., June 30.—A number of the coal companies in this district are cleaning up preparatory to shutting down on account of the scarcity of cars, caused by the Pullman strike.

IVORY SOAP

IT FLOATS

IS NOT LOST IN THE TUB.

THE PROCTER & GAMBLE CO., CHICAGO.

C. A. NELSON

MERCHANT TAILOR.

SPRING AND SUMMER GOODS NOW IN.
CORRECT STYLE AND PERFECT FIT GUARANTEED.
PRICES MODERATE.

500 Kansas Avenue, - - - Topeka, Kansas.

CONDENSED TELEGRAMS.

Union Stock Yards Trainmen Out.

CHICAGO, June 30.—The trainmen at the Union stock yards struck last night in obedience to Debs' order calling out all American railway union men. The number of strikers is only 800, but no cars can be switched in or out of the yards. About 6,000 men will be thrown out of employment at once.

Freight Blockade in St. Louis.

ST. LOUIS, Mo., June 30.—On the Missouri Pacific railroad in St. Louis the freight blockade is complete, but one stock train being sent out yesterday. The mail and passenger trains on that road are moving in and out without interference, being made up by the few switchmen who remained loyal.

Indiana Roads Blocked.

TERRE HAUTE, Ind., June 30.—Under orders from President Debs, the local lodge of American Railway union struck at 10 o'clock on the Chicago and Eastern Illinois and the Evansville and Terra Haute roads because these roads are using Pullman cars. About 400 men went out, tying up the two roads here completely.

The Tie-Up in Oregon.

PORTLAND, Ore., June 30.—The tie-up here is complete. Neither the Southern Pacific nor the Northern Pacific took out trains last night. The Northern Pacific Atlantic express was made up ready to leave, but the fireman left the cab. The United States mails on the two trains were taken back to the postoffice.

Quiet at Emporia.

EMPORIA, Kas., June 30.—Everything is very quiet here. A large force of deputy United States Marshals is in possession of the depot and round house. All regular trains with Pullmans are running, the marshals lining up on either side of them while they stop at the depot.

Switches Are Spiked.

HAMMOND, Ind., June 30.—Sheriff Fredericks wired Governor Matthews he was unable to prevent the lawless acts of the strikers, and has called for troops. The strikers have spiked switches and refuse to allow any trains having Pullman cars to proceed.

Iron Mountain, Too.

ST. LOUIS, Mo., June 30.—At a meeting which adjourned soon after midnight, the employees of the Iron Mountain road in this city decided to strike immediately, and, as a consequence, everything on that line in St. Louis is tied up.

Not Receiving Freight.

CINCINNATI, Ohio, June 30.—Not a road except the Pennsylvania is receiving freight. News is received that the Chesapeake and Ohio being unable to receive coal in West Virginia, the mines shut down.

On a Summer Night.

The Norwegian summer-night festival is duly observed on the 21st of June. In the evenings—if evening it may be called, for one can read a newspaper at midnight quite as well as by daylight—bonfires are lighted on all the mountain peaks; the fjords are covered with all manner of craft decked with lanterns, and burning tar-barrels, discharging fireworks, etc.; and all the people in the boats—for the Norwegians are a very musical people—sing gaily. No one ever thinks of going to bed on this northern summer night, in which there is no darkness. From the boats the merry-makers adjourn to the islands, and dance and sing until morning.

Deafness Cannot be Cured.

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure Deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

F. J. CHERNEY & CO., Toledo, O.

Sold by Druggists, 75c.

Rudy's Pile Suppository is guaranteed to cure Piles and Constipation, or money refunded. 50 cents per box. Send stamp for circular and free sample to Martin Rudy, Lancaster, Pa. For sale by all first-class druggists, and in Topeka by W. R. Kennedy, corner Fourth and Kansas avenue.

The Daily STATE JOURNAL prints all the news.

Everything
IN THE DRUG LINE
At
A. J. Arnold & Son's,
NORTH TOPEKA.
A full line of
Homeopathic Medicines.
Established 1870.

THROUGH CAR TO ASBURY PARK.

The Great Rock Island Route Will Run a Special Chair Car Without Charge for Its Passengers.

This special through chair car will leave Topeka at 3:30 p. m. on Thursday, July 5, and join the official train, which leaves Chicago via the Baltimore & Ohio railroad at 2:30 p. m. July 6.

There is no official route west of Chicago.

Prof. W. H. Olin will personally conduct this party through to Asbury park.

The special on the Baltimore & Ohio railroad will stop two hours at Pittsburg to visit the Carnegie iron works. It will stop at various points in the mountains, and at Cumberland, Md. Will stop two hours at Harper's Ferry and arrive in Washington, D. C., Saturday evening and remain there until Tuesday morning, leaving after breakfast and arrive in Asbury park for dinner.

Rate one fare, plus \$2 for the round trip.

Tickets on sale July 5, 6 and 7, with return limit as long as any other line offers, either publicly or privately.

For Christian Endeavor meeting, tickets will be sold July 8, 9 and 10, at one fare for the round trip.

Tickets to both Asbury park and Cleveland sold to any person.

We are in it to stay and mean business with a big B. We offer you the best track, the best train service and the best time.

Call upon any agent of the Great Rock Island system for additional information, sleeping car or chair car reservation, etc.

H. O. GARVEY,
City Ticket and Passenger Agent,
601 Kansas avenue, Topeka, Kan.

"There is a Salve for every wound."

We refer to De Witt's Witch Hazel Salve, cures burns, bruises, cuts, indolent sores, as a local application in the nostrils it cures catarrh, and always cures piles. J. K. Jones.

The worst blood diseases are cured with Ayer's Sarsaparilla. Its effects are felt at once.

All the talk in the world will not convince you so quickly as one trial of De Witt's Witch Hazel Salve for Scalds, Burns, Bruises, Skin Affections and Piles. J. K. Jones.

Ring up American Steam Laundry, tele. 341, and have them call for your laundry.



M. L. Chevreton
Leonard, Mo.

In Agony

15 Years With Salt Rheum

Hood's Sarsaparilla Cures a Perfect Cure.

"C. I. Hood & Co., Lowell, Mass.:

"Hood's Sarsaparilla is an excellent medicine. I had eczema in my left leg for fifteen years. Part of the time my leg was so much of scabs and about every week corruption would gather under the skin and the scabs would slough off."

The itching and burning sensation made me suffer indescribably agonies. I spent a great deal of money for different remedies but did not get relief. About a year ago leading physicians advised me to take Hood's Sarsaparilla. I did so and have taken five bottles.

Hood's Sarsaparilla Cures

ties. Now all the sores, scabs and pain have vanished and I am enjoying perfect health. I think Hood's Sarsaparilla is second to none in leading physicians advised me to take Hood's Sarsaparilla. I did so and have taken five bottles.

Hood's Pills act easily, yet promptly and efficiently, on the liver and bowels. 25c.